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MOUTRIE'S.

[31-1]

THEATRE ROYAL.

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HENRY DALLAS

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R. B. SALISBURY'S COMPANY.

"THE QUANTS"

IN PIERROT LAND.

(DIRECT FROM WYNDHAM'S THEATRE, LONDON).

TO-MORROW (THURSDAY), MARCH 4th.

THE QUANTS' SECOND PROGRAMME!

AN ENTIRE CHANGE!!

WRITTEN AND PRODUCED BY R. B. SALISBURY.

MUSIC BY DICK HEWLETT AND GEORGE BUCHANAN.

PRICES \$3, \$2 AND \$1.

Doors Open 8.45. Commence 9.15 Sharp.

For the convenience of patrons, a late Ferry and Car will run to Kowloon and the Peak respectively.
Hongkong, 3rd March, 1915. [311]

OREGON PINE.

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914

[34]

WM. POWELL, LTD.

TELEPHONE 346.

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[101]

RUBBER.

GROWING IMPORTANCE IN WAR TIME.

Greater steadiness in prices has been one of the features of the past year in the rubber market. Fine hard Para has fluctuated between 35. 3/4d. per lb., touched in February, and 28. 3/4d. per lb., recorded in November, so that the range of oscillation, which last year was 15. 3/4d. per lb., and in 1915 15. 3/4d. per lb., has been narrowed to 9. 3/4d. per lb. First grade plantation rubber began the year at 28. 3/4d. per lb., and after some preliminary fluctuations touched the high-water mark of 35. 3/4d. in April, relapsing in the closing month of the year to 18. 1/2d. With the exception of a rapid advance in April and another upward movement in November, which synchronized with a decline in fine hard Para, there has been a marked discrepancy between the prices of the two commodities throughout the year, amounting frequently to as much as 9. 3/4d. per lb. Prices closed the year only fractionally below the level at which they opened, but the experience of the 12 months leads irresistibly to the conclusion that the precipitous decline in 1913, which was frequently attributed to faulty methods of marketing, was quite justified by the technical position of the commodity. In short, the supplies had increased to such an extent that an abnormal price, as tested by the margin between cost of production and selling value, was no longer justified. During the past year production and consumption were as nearly as possible evenly balanced until the war came along to upset the operation of the natural law of supply and demand.

THE WORLD'S PRODUCTION.

Notwithstanding the steady progress with the systematic collation of data, precise figures as to the world's rubber output are not yet obtainable; but substantially accurate estimates can be made by painstaking inquirers. The statistical position is greatly obscured by the extent to which reclaimed rubber is used. It has been estimated that quite 25,000 tons of reclaimed rubber are used annually, and this may well be within the mark; but it is obvious that when raw rubber is cheap there is not the same inducement to use second-hand material and substitutes as when it is dear. Consequently, with first grade plantation rubber obtainable at around 28. 3/4d. per lb., it seems reasonable to assume a smaller consumption of reclaimed. The output in Brazil this year is estimated at 40,000 tons, but may not improbably prove to be equal to last year's figure of 45,000 tons. What the production of other varieties of wild rubber will be it is quite impossible to say, as all estimates are likely to be falsified by the far-reaching effects of the war. Thus African supplies, which in 1912 totalled 20,000 tons, with probably some severe shrinkage. The Mexican supplies of guayule have also been seriously interfered with by the war. The plantation output would under normal conditions have totalled at least 65,000 tons, against last year's output of 42,000 tons, but will probably be rather less, owing to the restriction of tapping on estates which cannot produce at a profit with rubber at less than 25. per lb.

FUTURE OF SUPPLIES.

In the absence of trustworthy data upon which to base an estimate of consumption, interest centres in the future of production. The first broad lesson which past experience has taught is that the consumption is really regulated by the production, all that is required to ensure the absorption of the increased supplies being a decline in the price. It may be accepted that the output of wild rubber has long since reached its limit, and that a more or less rapid decrease may now be confidently anticipated. It should be mentioned, however, that there are authorities who now take the view that wild rubber will not be so easily displaced as was at one time supposed. It was too hastily assumed that copious supplies of cheaply produced plantation rubber would carry everything before them. That might apply to African and other inferior rubbers, but it certainly does not follow in the case of Para rubber, which for one reason or another is so highly appreciated by manufacturers that they are prepared to pay a premium of 10d. per lb. for it. These latter considerations, however, in no way modify the conclusion that the future lies with plantation rubber. The planted area in the East of over 1,400,000 acres will in a few years produce, approximately, 200,000 tons of rubber per annum. During 1915 the increase to the plantation production even under normal conditions would not be so marked as in the few preceding years, because planting in 1905 and 1909 was comparatively neglected. In 1910 and succeeding years, however, the rate of increase will be greatly accelerated, unless the price falls to such an unremunerative level as to restrict tapping to a serious extent. It has been argued in some quarters that one result of a period of unduly low prices would be the reversion of many young and over-capitalized estates to jungle, but this conclusion, which probably found its origin in a scarcely acknowledged hope, is hardly likely to be well founded, as capital is almost certain to be forthcoming for any well planted rubber which is offered cheaply enough.

PROHIBITION OF EXPORTS.

If conclusive proof were required of the prime importance of rubber as a raw material it was speedily forthcoming on the outbreak of war. Motor traction was seen at the very outset to be a deciding factor in the military operations. Consequently the British Government in the latter part of September declared rubber contraband of war, but long before that the Mining Lands sales had been abandoned as impracticable under the circumstances. That Germany realized the difficulty of maintaining its supplies was shown by the fact that rubber prices were almost doubled in that country in the first days of the war, and various public bodies found it necessary to issue instructions regarding the necessity for rigid economy in its use. The British Government proceeded to prohibit the exportation of raw rubber from Eastern ports to anywhere but British destinations. This embargo was immediately extended to England. The importance of this prohibition to plantation rubber producers was evidenced by the heavy falling off in exports in the concluding

month of the year, but, nevertheless, the total shipments for the year were 90,000 tons, more than 1,000,000 cwt.

BRITISH MANUFACTURERS' PROSPECTS.

Exports under licence were permitted to Japan, France, and Russia. But the closing of the outlet in the United States, which absorbs 45 per cent. of the world's production, was the most serious aspect of the prohibition. Negotiations were begun, however, between the British and American Governments with a view to finding a solution of the difficulty, and eventually, on the 9th instant, it was announced that the British Government had agreed to permit the exportation of rubber to the United States if American manufacturers entered into an undertaking not to re-export the commodity in any form except through the United Kingdom. As it happened, the prohibition came into force at a very convenient juncture for producers, as supplies had been greatly curtailed as a result of the activities of the *Enders*. The immediate effect was to stiffen the price of Para rubber, upon the supplies of which American manufacturers were entirely thrown. British rubber manufacturers have, as can be readily imagined, been kept fully occupied since war broke out, and with Germany and Austria—which between them in 1913 exported 27,523,000 worth of rubber goods—eliminated as competitors, they should enjoy a satisfactory degree of activity even when the requirements of the allied Governments show a tendency to diminish.—*The Times*.

RUBBER SHIPS.

PROPOSED TEST IN A MINEFIELD.

The problem of protecting the battleship from the ravages of the submarine, the torpedo, and the mine can be solved, says Mr. Louis P. Bowler, by the use of rubber plates, and he is especially anxious that the Admiralty should give at least a trial to his experiment.

"I claim from experience of explosives, on rubber and gutta-percha," said Mr. Bowler to a *Star* representative, "that 4-inch to 6-inch rubber plates attached to a 12-inch armoured ship will withstand the explosive force of any torpedo or mine in present use."

"I believe that the heavy armoured plate is doomed in face of the 300-ton displacement submarine, and the losses sustained in the present war show that armour-plate from 12-in. to 18-in. thick is quite ineffectual against the torpedo and mine."

WILL SEND BUT NOT BREAK.

"It is common knowledge with explosives," said Mr. Bowler, "that with a ponderous floating mass, such as is presented by a huge battleship, offering solid steel-faced resistance—to the explosive shock of the torpedo, something has to go. The hardened steel is a non-absorber of concussion, and its only influence is that of repelling."

"The effect of this same terrific force utilised against a tough, unbreakable yielding, and resilient body, such as rubber or gutta-percha, exhausts and absorbs the striking force or concussion. To explain that in practice, one need only refer to the pneumatic, or rubber tyre."

WHAT 200 TONS OF DYNAMITE DID.

"In 1896 I witnessed the effect of an explosion of 200 tons of dynamite at Bramfontein, Johannesburg. It occurred on a siding used for shunting dynamite-laden trucks."

"Special precaution had been made at the dead-end in a gutta-percha buffer, so that if the trucks did run loose the gutta-percha would lessen the shock, and perhaps prevent an explosion."

"The trucks dashed with such force into the buffers that a terrific explosion took place, killing over 300 people. Trucks and siding were blown into the air, and on examining the spot half an hour after the explosion I noticed that nothing was left but the gutta-percha buffers, which remained intact barring rents and cuts made by flying projectiles and scorching by the heat."

RUBBER ARMOUR IN THE CONGO.

"This was the first proof I had had of the extraordinary resisting powers of rubber, although in my earlier days of African travel I had noticed that the natives of the Upper Congo had used rubber as a means of defence."

"Their ox-hide shields were coated with rubber to make them impervious to arrows and spears, while some natives had fixed rubber balls on the head, made by swearing the latex of the rubber vine, on their woolly hair, where it had congealed and hardened into a huge ball."

"I learned these means were adopted as protection against clubs and knob-korries."

EXPERIMENT OF 1860.

"Another experiment of the recoiling strength of rubber was made as long ago as 1860. A piece of rubber 7 in. thick and 1 ft. square was laid under a steam hammer, and a 6 in. round shot was placed on it. The hammer fell with tremendous force and broke the shot to pieces, while the rubber remained elastic and unimpaired."

"The expense of covering a battleship with rubber plates would, of course, be very great, but what would the expense be when compared with the saving of life?"

PROPOSED TEST.

"I have put my ideas before the Rubber Association, and they have made a proposition to the Admiralty to supply the rubber free for covering a traveller mine-sweeper; and I am so satisfied that this boat would be impervious to torpedoes and mines that I am quite prepared to take the sweeper into a minefield for a test."

"The cost of covering a 120-foot mine-sweeper with rubber to the waterline would be from £12,000 to £15,000."

"Rubber is quite unaffected by seawater as has been proved by cables which have lain under the sea for 20 years encased in gutta-percha."

Another experience Mr. Bowler had of the value of rubber was in West Africa. He put three sticks of dynamite in a river to kill fish, and unknowingly placed them close to a hose-lab used for supplying water to an engine. Although the charge went off under the tube and blew every thing else sky high, the rubber tube came out of it uninjured.

EXPRESSION AND EMOTION.

In spite of the censorship and of the absence from the front of the trained descriptive writers that were permitted at one time to accompany an Army in the field, the public has been able to obtain some kind of picture of the conditions of the war. We may not quite know how the war is progressing and the actual disposition of the troops, but the letters from officers and private soldiers that have been published have in very many cases given us more vivid word-pictures than we have had in the past from famous war-correspondents. Of course, everybody has the power of expression more or less, but one hardly expected that private soldiers or officers who before the war had devoted themselves wholly to sport would be able to so thrill people with their letters and to so bring the terrors, and horrors, and sublimity of war into the hearts of their readers, that, reading, one sees the actual struggle even more clearly than on a biographic film. That untrained and in some cases quite uneducated men should suddenly have evolved such descriptive powers, is proof of the fact that emotion is capable of producing the most extraordinary effect upon the mental faculties. We certainly do know that under the stress of emotion men are capable of physical feats which would be impossible to them in their normal condition, but it is a question whether we have ever taken the poets seriously, who say that their best work has only been produced at the touch of love or death. We expect great writers to write well about anything and at any time, and poets ought to be able to sing not as their fancy but ours bids them. That is why we are disappointed when the Poet Laureate does not come out with something good on every great national occasion. For instance, people who like verse have been grumbling because Dr. Bridges has done nothing worth recalling bearing on the present war. He struck a plaintive note or two in August and has since then been dumb. But the fact is that the Laureate is so essentially a man of peace that war does not move him to any emotion. Like the Tashi Lama, he does not go out to see reviews of troops. He might be stirred to violent verse if a Zeppelin dropped a bomb at his door, but for the present we can expect nothing from him. On the other hand, one sees almost every day in the newspapers perfect gems of verse, the product of the war, and the result of the effect of drums upon people who in their country villages have heard them throbbing in far-off Flanders. But it will be objected, if emotion really lends true vitality to literature, why is it that there is not more literature, for every man and woman at some period of his or her life has felt deep emotion? Love and death are always with us, whether there be a war or no. The reply is, that the greater majority of people have no need to express their emotions publicly. In the ordinary course love and death are purely personal matters, and there is no desire on the part of the public to press into domesticity. The papers do not desire to publish letters bearing upon a domestic drama. And yet, if the truth is to be told, there must have been written enormous multitudes of letters and a smaller number of verses from A to B, the result of a personal emotion, which, if published, would be considered the finest literature. Even the dullest of men, when stirred by such an emotion as love, can write such letters as leave him dumb with amazement when reading them in after years. We also have this fact that there does appear from time to time a single book or a solitary piece of verse which looks like the product of genius. But the author is never heard of again. He has had his emotion, expresses it, and then disappears.

But, on the other hand, can one go so far as to say that without emotion it is impossible to write well at all? Do poets live in a continued state of passion or despair? The reply is that by continued practice men do obtain a certain facility in writing. The correct word comes more and more easily to them. They find the appropriate adjective without much searching, and their ears, gradually attuned to the rhythm of phrases, reject the wrong sentences. Besides, one has to consider what is called "inspiration."

Everybody uses and misuses this word. What it really means is that it is within the power of certain persons to work themselves into a condition of emotion without any provoking cause. The more they do it, the more easily it comes to them, and so we find them at last, slipping, almost on the instant they take up a pen, into a condition of furious mental activity. Drugs and spirits will also induce in some men mental activity of the rarest kind. So will contact with danger. So we are led back to the men in the trenches, and the letters they write home. There are some people who say that the true history of the present war will never be written, first, because the authorities are suppressing sources of information, and again because the war is too big a thing for a single man to tackle. Of course, if by a "true" history is meant the kind of production that the German General Staff evolved about the Russo-Japanese War, we may believe that the task is almost impossible. But is history a mere statement of names and dates? They say that Napoleon on the Peninsula War and Kinglake on the Crimean War are not to be trusted, but they really give us a picture and their works will live long after the official histories are dead, and this is because they saw the wars they describe, and themselves felt the emotions which they portray in others. Surely the present war will produce writers, some on the French, some on the Russian, some on the German, and some on the British side. And we may take it that one, at least, of these men will write an epic. The war itself is the greatest epic of history, and it cannot be that it will pass unrecorded in an epic form. What are mere names and dates and places, compared with the bone and substance of such a thing as war? Official histories at their very best are mere photographs, but the real history, such as will be written, will be a great picture through which the soul of the soldier shines.—*Englishman* (Calcutta).

The *Amsterdam Telegraaf* says that an inhabitant of Bruges has been sentenced to five years' imprisonment for having carried letters from Holland to Belgium.

INTELLIGENCE

PONIES! PONIES!! PONIES!!!

PUBLIC ROUP.

THE Undersigned have received instructions to sell by Public Roup,

TO-DAY (WEDNESDAY),

the 3rd March, 1916, at 3 p.m., at the Fountain, opposite the City Hall,

SEVERAL WELL-KNOWN RACE

PONIES.

(Full Particulars from Catalogue.)

TERMS:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 1st March, 1915. [347]

YOKOHAMA.

BLUFF HOTEL.

No. 2, BLUFF.

HEALTHY LOCATION AND BEAUTIFUL VIEW.

EXCELLENT OUTSIDE AND HOME COMFORT.

MODERATE TERMS.

[348]

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[328]

NOTICE OF REMOVAL.

WE have REMOVED our PHILATELIC

STORE from Hongkong Hotel Building,

Ing, Pedder Street, to No. 114, CAINE ROAD.

GRACA & CO.

Hongkong, 8th February, 1915.

[103]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED

SHOT. From No. 10 to 58SG. at \$6, \$7 and

\$7.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915.

[93]

Y E W L E E.

AN CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS

and COMPRADORES,

15, LEE YUN STREET, WEST.

Telephone No. 1230.

Hongkong, 24th October, 1914. [104]

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Hongkong, 21st January, 1915.

FORTHCOMING EVENTS.

TO-DAY

3 p.m.—Auction of Ponies at the Fountain opposite at the City Hall.

TO-NIGHT

8.15 p.m.—Henry Dallas at the Theatre Royal.

—"The Quants."

TO-MORROW

Annual Flower and Vegetable Show of the Hongkong Horticultural Society in the Botanic Gardens.

11.30 a.m.—Hongkong & Kowloon Wharf & Godown Co., Ltd. Meeting of Shareholders at the Office of Messrs. Jardine, Matheson & Co., Ltd.

Friday, 5th March.—Annual Flower and Vegetable Show of the Hongkong Horticultural Society in the Botanic Gardens.

Thursday, 16th March.—12.30 p.m.—Hongkong Fire Insurance Co., Ltd. Meeting of Shareholders.

WITH THE GRAND FLEET.

GALES, SUBMARINES AND MINES OF THE NORTH SEA.

In a letter received by Mr. H. E. Daleh, of Wells (Somerset), one of the crew of a cruiser with the Grand Fleet writes:—We are still patrolling, blockading, or sweeping the North Sea, or whatever term you like to give our operations. We felt quite confident of having a scrap either on Christmas Day or Boxing Day. We knew from the aviators who raided Cuxhaven that their ships were preparing for sea, little dreaming, doubtless, of the force that was supporting the ships and destroyers in attendance on the seaplanes. Our hopes ran high, but everything went wrong. In the late afternoon we began to experience bad weather, and by 7 p.m. we were in a howling gale. We hung on for a couple of days in case they came out, but it was a matter of impossibility to have fought an action. Even the super-"Dreadnoughts" were simply washing down fore and aft, and as for us light cruisers, well, it doesn't matter much.

I really think I have seen more weather in North Sea gales than I have in any kind of storm in any other part of the world. Still, we have got over a part of the winter. I suppose we shall begin to look for better weather when March comes round. Then I hope we shall be able to do something big. These long nights are terribly against us, so are the fog and generally thick weather, and the worst of it is it is proportionately favourable to any operations the enemy may undertake. I often wonder they have not been more dashing than they have. I think it would have paid them to, but I suppose the risk they run in coming out is too great, but surely they will have to come out before long.

GERMANY'S SUBMARINE SCHEME.

Admiral von Tirpitz is trying to tell us what his plans are. You have, of course, read them—encircling the British Isles with submarines and sinking everything that tries to get into our commercial ports—but that will take some doing. It is much easier to talk than to perform, I am thinking. The submarine is the only type of vessel that has been to any extent employed against us. It was not a pleasant feeling in the early days of the war to know that you might be potted at any moment, but we have got used to them now, and have learnt by experience how to dodge them, and so make their well-directed attempts to torpedo us abortive. Still, don't think that we can afford to relax in the very slightest. We have to be constantly watching in case a periscope is seen, so that we can immediately manoeuvre the ship so as to drive him off or sink him.

THE GREATEST DANGER.

Then the mines. They are our greatest danger, although we are not panicky about them. Yet everything we see afloat, such as a fishing buoy, a plank, and even boxes that have been thrown overboard must be carefully avoided. I remember in October, when they first dropped mines broadcast off the North of Ireland in the track of the Atlantic ships, we had a most exciting and risky time in warning all steamers to avoid the dangerous area, and to do so we had to be continually steaming over the minefield ourselves. We never expected to have completed our mission, but we did, and without mishap; but it was the most exciting time I ever had. For six days we were expecting every moment of the day and night to strike a mine. You can perhaps imagine the situation. The schemes and wily moves to trap us you would never believe.

INFORMATION TO THE ENEMY.

I see one thing which has been widely circulated in the papers, viz., that some of the shells fired in the recent raid on the East Coast failed to burst. I have even seen photographs of some of the shells that have been published in the picture papers. Of course it is very nice to let our own people know that some of their ammunition is faulty, but in giving the information to our own people we are also giving it to the enemy, and we are only giving them the opportunity of their rectifying these faults. I am only one, of course, but I have had quite sufficient experience to convince me that we give too much information away. The Navy and Army are entrusted with the arduous task of bringing the war to its speedy conclusion as is consistent with our national honour, and I don't think it fair to those who have the responsibility of directing this gigantic undertaking that such incidents should be allowed to be published. I doubt if you will for the future hear that German shells fail to burst. They will see to that, thanks to our impolitic information.

I was sorry to see some of the leading papers about three weeks ago demanding more information, and bidding the Admiralty and War Office to "trust the people," but surely for a successful prosecution of the war it would be far better for the people to "trust the Admiralty and the War Office." Neither of them have failed in the slightest yet to do what the country expects of them. Their disposition of ships and our Army have been the admiration and wonder of the whole world and the chagrin and mortification of our foes. Then I for one say: Trust them, and don't hamper their plans. Give them a free hand, don't abuse them if they don't see eye to eye with the arm-chair critic. We should never have dealt with Von Spaer such a crushing blow if the Admiralty had allowed to leak out the composition of the squadron they were sending for that purpose. Let that school of case move to you how important is this matter of secrecy.

JAPANESE AID FOR OUR WOUNDED.

ARRIVAL OF RED CROSS CONTINGENT IN LONDON.

A VETERAN NURSE.

The Times of January 23rd had the following notice of the arrival of a Japanese Red Cross contingent in England:—

The Japanese Red Cross Society have sent a contingent of two surgeons, two chief nurses, 20 nurses, a secretary, and an interpreter to assist in the work of caring for the wounded of the Allies. They arrived at Liverpool yesterday afternoon in the White Star Liner *Megantic*. Among those present to receive them were Surgeon-General Sir Benjamin Franklin, K.C.I.E., on behalf of the British Red Cross Society, accompanied by Mr. Kishi, of the Japanese Embassy. At Euston they were met by Lord Onslow, chairman of the committee charged by the British Red Cross Society with their reception, and others. Mr. H. Bonner, lately his Majesty's Consul-General at Seoul, who has been specially attached to the party by the War Office, delivered a message of welcome on behalf of Lord Kitchener, conveying his cordial greeting and an expression of his warm appreciation of their valuable co-operation.

The party will remain in London for about a week until they go to Netley to undertake work at the British Red Cross Society's hospital at that place.

Speaking to a Times representative at Liverpool the interpreter said:—

The Japanese Red Cross Society are sending this party of doctors and nurses to show their gratitude and friendliness to Britain. We offered to send a contingent and the War Office said, "If they are good send them." They are good, so we brought them along.

Dr. Suzuki, head of the contingent, has seen active service in the Russo-Japanese war before Port Arthur. Dr. Oshima, a graduate of the Imperial University of Japan, was in Germany studying medicine when war broke out, and escaping thence made his way to London and afterwards to Japan. A few weeks after his return home he was appointed doctor of the present expedition and left Tokyo with the party on December 19th. Mr. N. Otsuka, speaking of himself and his colleagues, said:—

Most of the party have left their civil occupations to take part in this work. I myself was Professor at the Disciples Bible College, Tokyo, and another member of the party was a teacher at the High School. The business manager had a good appointment in a business firm in Kobe. Speaking of the nurses of the party, Mr. Otsuka said:—

They belong to the Red Cross League of Japan, which has been in existence about 30 years. They go through three years' course of training and afterwards remain on reserve 15 years. During that period, wherever they are, in case of emergency they are liable to be called out, and it is their duty to go wherever they are sent. Only two of this party are married, but those two have left husbands, home, and comfort in order to carry out what they believe to be their duty to their country. The same thing applies to the men of the Red Cross. Four of us in this party are married.

Of the nurse, Yama Moto, the head, has seen service in the Chinese and Russian wars and the Boxer uprising. She is the veteran of the party, and has a number of medals. The second nurse, Kiyookawa (?), was in the Russo-Japanese War.

The arrival of the *Megantic* in the Mersey was made the occasion for an exchange of greetings between the local St. John Ambulance Association and the Red Cross contingent from Japan.

ENTERTAINED AT DINNER BY THE GOVERNMENT.

On behalf of the Government Lord Emmott entertained Dr. Suzuki, Dr. Oshima, Mr. Kuwabara, and Mr. Otsuka, members of the Japanese Red Cross Relief Corps, at dinner at the Carlton Hotel on January 27th. Mr. F. E. D. Acland (Under-Secretary of State for Foreign Affairs) presiding.

The following were invited to meet the guests of the evening:—The Japanese Ambassador, Mr. Honda, Rear-Admiral Oguri, Mr. Yoshida, Lord Rothschild, the Japanese Embassy, Sir Claude Macdonald, Sir Walter Langley, Mr. B. F. Donald, Sir Alfred Keogh, Sir Warren Crooke-Lewis, Sir Benjamin Franklin, the Hon. Arthur Stanley, M.P., Mr. E. A. Riddale, Mr. H. Bonar, and Mr. F. E. Carter.

TIGER HUNTING IN SOUTH KOREA.

A message from Mokpo says that recently three Japanese hunters went up Mt. Pulkap in Leikwang District, North Chonlado, on a tiger hunt. They sighted three tigers in the mountain and fired at the animals simultaneously. One beast was shot dead on the spot, while another was wounded and a third escaped unhurt. One of the hunters named Ono ran in pursuit of the injured animal while his two companions went for the one that had escaped. Ono was surprised by the wounded beast, which had taken shelter in a bush. It suddenly pounced upon him from behind and savagely bit him in the back of the head. The intrepid hunter managed to shake off the beast and putting the muzzle of his gun right in its mouth fired, killing it at once. Ono was injured in many places during the struggle, but was expected to be all right again in about ten days.

On the 13th ult. King Albert made a trip in an aeroplane and flew over a German position for about an hour, carrying out reconnaissances. The aeroplane was fired at by the Germans, but safely returned to its base.

WAR FINANCE IN JAPAN.

In Japan so less than in other countries, says *The Times*, the outbreak of the war served to obscure the economic situation. There were, of course, all the symptoms attaching to the paralysis of international trade and finance in August; foreign trade collapsed, the banks refusing to accept foreign drafts, and marine insurance rates running into impossible figures. The raw silk exchange at Yokohama and the yarn exchange at Osaka had to be closed on account of the heavy slump in prices; the piece goods market was also a notable sufferer. But in two respects Japan seemed favourably placed for weathering the storm. First, her great silk customer is America, who relies upon her for two-thirds of the raw silk consumed in the United States, and would naturally turn to Japan for such of the balance as she had obtained before from France and Germany; in the second place, the longer the European war lasts the greater the opportunity offered to Japan to monopolize the China trade. To a certain extent both these "bull" points have made good. But improvement in this direction was more than counteracted by decrease in consignments to Europe. By October a marked decrease compared with 1913 had taken place in the shipments to America; the silk industry of the United States was affected too much by the international situation, and was not in a position to make up to Japan what the latter was losing in other markets. It became necessary, therefore, to appeal to silk reapers to suspend operations in order that prices, already lower than they had been for 17 years, might not be still further depressed. In regard to the second "bull" point, the trade with China began to revive in October, and Japan has good prospects of gaining a march over some of her rivals in that market.

EXPENDITURE FOR THE WAR.

Fortunately for the Japanese tax-payer the siege of Tsingtau did not last long. Up to the present the Diet has been asked to approve an expenditure of £5,300,000, which with the sum of £1,350,000 spent before the special session would make a total of £6,650,000. If from this sum is deducted the amount which would have been expended in ordinary circumstances on the Army and Navy, there remains a net war expenditure of about £5,770,000, unless further credits are required. For some time past retrenchment has been the order of the day, and neither Government nor people wanted to be committed to any large additional expenditure at this stage of the nation's history. During the year ended June 30th, 1914, outstanding loans had been reduced from 2,738 million yen to 2,335 million yen. Domestic loans at that date stood at 1,044 instead of 1,086 million yen, while railway bonds, Treasury bills, and temporary loans to the amount of 177 million yen had been paid off in the 12 months. To this extent the situation was satisfactory at the outbreak of war, but it is recognized that the depression from which Japan is suffering is not due exclusively to the war.

DEVELOPMENT OF INDUSTRIES.

Japan sets great store on developing her industries, and for this purpose requires foreign capital. As a result of the war it is probable that her usual loan sources, Great Britain and France, will be closed to her for two or three years to come. The war, however, has gone far to secure the realization of Japan's economic goal, a surplus of exports over imports, although it is to be feared that the result does not represent a settled condition. For the first nine months of 1914 the value of exports (yen 454,559,715) comes within £4,500,000 of that of imports (yen 498,363,379), compared with a difference in 1913 of £11,300,000 for the same period (exports, yen 450,962,999; imports yen 563,016,621). This year the adverse balance may even be altogether removed, but the circumstances are exceptional, as imports have been greater sufferers from the war than exports. Industries, however, are being steadily developed, and the falling off in the returns of 101 items under imports points to the fact. The growth of some industries entails enhanced imports of raw materials; but while the returns indicate this feature, it is noticeable that the value of goods leaving the country as manufactured articles does not keep pace with the increase in the raw material imported. On the whole it may be said that in Japan the war will be as little responsible as in any country for current depression, although it must necessarily intensify tendencies of weakness. The country is favourably situated to make an early recovery from the effects of the war, and must not blame the latter exclusively if it does not do so.

A DUTCH VIEW OF GERMANY.

THE CONSCIOUS NEGATION OF MORALITY.

The Dutch jurist, Dr. van Gorkom, publishes in the Catholic newspaper *Tijd* a remarkable leading article on Germany. His point of view is not in agreement with that of the majority of Dutch writers.

He says that the old Christian romantic Germany is largely buried under the coal dust and smoke of factories, and there is a growing conscious negation of morality with modern heathenism and "clod of earth" principles of life.

This opinion, expressed in a leading Catholic newspaper, is remarkable, since many Catholic papers were in favour of Germany on account of her religious faith and of France's "heathenism."

The writer fully recognises the fact of the misdeeds of the German Army in Belgium, and expresses his belief that there is a connection between the destruction of some monuments and the doctrines of certain military writers.

MANILA HOTEL.

ANNUAL REPORT.

The annual report to the shareholders in the above hotel states:—

The gross receipts from the operation of the hotel for the year 1914 were P.531,339.06, a decrease as compared with the year 1913, P.70,193, 11.6 per cent.

The decrease is due principally to the decreased tourist travel and the effects of the business depression prevailing in the Philippines and other parts of the world during the greater part of the year 1914, especially the second half of the year, following the outbreak of the European War, August 1st.

Approximately 66 per cent. of the total decrease in gross receipts of P.70,193 occurred during the second half of the year. The decrease for the first half of the year was P.23,349.22; the decrease for the second half of the year was P.46,843.78.

OPERATING EXPENSES.

The operating expenses for the year 1914 were P.452,909.64, a decrease as compared with the year 1913, of P.68,092.60, 13.54 per cent., a decrease approximately 13 per cent. greater than the ratio of the decrease in gross receipts, notwithstanding that the cost of supplies greatly increased.

RESERVE FOR MAINTENANCE AND DEPRECIATION.

The sum of P.2,500 has been reserved monthly since September, 1914, in the accounts for maintenance and depreciation of furniture and equipment charged to operating expenses. In the year 1914, beginning September 1st, there was a total of P.10,000 reserved and P.4,063.55 expended, leaving an unexpended balance of P.5,936.45, as of December 31st, 1914, as shown on the balance sheet of that date.

No reserve for depreciation on the buildings and other property has been provided, as the cumulative sinking fund, required by the mortgage deed, will, when in operation, amply provide for this, to say nothing of the enhanced and increasing value of the site.

OPERATING PROFITS.

The operating profits for the year 1914, including in operating expenses the charge of P.5,936.45 for the reserve for maintenance and depreciation of furnishings and equipment, were P.72,429.77, a decrease of P.7,038.85, 8.85 per cent.; excluding the charge of P.5,936.45 in operating expenses for the reserve, the operating profits were P.78,429.22, a decrease of P.1,024.40, 1.39 per cent. On the same comparative basis, therefore, exclusive of the increased cost of supplies, the results of operation for the year 1914, as compared with the year 1913, shows a decrease of only 1.39 per cent. in operating profits, with a decrease of 11.67 per cent. in gross receipts.

DEDUCTIONS FROM NET INCOME.

The deductions from net income for the year 1914 were P.15,846.12, a decrease, as compared with the year 1913, of P.2,472.35, 15.62 per cent.

The payment of the Hicks judgment, P.10,846.12, was the final disposition of the suit brought by Hicks for damages growing out of the action of a former manager of the company in 1913, in covering a contract between Hicks and the company for furnishing carriage and automobile service to the guests of the hotel. The Supreme Court reversed the findings of the lower court and awarded Hicks the sum of P.10,846.12.

Were it not for the payment of this sum, the surplus for the year 1914 would have shown an increase of P.9,922.60, 13.44 per cent., instead of a decrease of P.4,936.12, 17.33 per cent., in spite of the decrease of P.70,193, 11.67 per cent., in gross receipts, and the deficit from operation at the close of December 31st, 1914, would have been P.16,102.16, instead of P.22,015.09.

The reserve for bad and doubtful debts for the year 1914 was P.3,000, an increase, as compared with the year 1913, of P.500, 20 per cent. The accounts receivable as of December 31st, 1914, P.48,820.73, are in good shape and their collection is thought to be amply safeguarded by the reserve of P.3,000.

THE BALANCE SHEET AS OF DECEMBER 31ST, 1914. The increases and decreases in the balance sheet as of December 31st, 1913, making up the decrease of P.19,705.61, are as follows:—

ASSETS.	Increase	Decrease
	Pesos.	Pesos.
Property	4,342.45	
Cash		4,937.33
Accounts Receivable		5,129.93
Stock of Commissaries		
Wines, Liquors, etc.	9,154.23	
Prepaid Accounts		595.93
Deficit from Operation		22,640.63
	13,496.68	38,205.29
		12,496.68
		19,708.61
LIABILITIES.		
Reserve for Maintenance and Depreciation of Furnishing and Equipment	5,936.45	
Accounts Payable		25,645.06
	5,936.45	25,645.06
		5,936.45
		19,708.61
P.35,516.16 written off through surplus for organization expenses, otherwise this would show as a surplus from operation of P.12,300.51.		
The capital expenditures in the year 1914, representing additions and betterments charged to "Property Account," is made up as follows:—		
Buildings	P.2,749.02	
Furnishings and Equipment	1,593.43	
Total	P.4,342.45	

A Japanese telegram published in a Shanghai contemporary says:—"The office of the German firm Dietrichsen & Co., at Tsinanfu, has been searched by the Japanese gendarmerie and many German Government stores in that office have been confiscated."

INTIMATIONS

LANE, CRAWFORD & Co.

END OF SEASON TO CLEAR AT VERY SPECIAL PRICES. ANGLO-ORIENT

SEAMLESS REVERSIBLE

CARPETS AND RUGS.

BRITISH MADE

IN VARIOUS SIZES.

INSPECTION INVITED.

COLOURED LITHOS ON APPLICATION.

LANE, CRAWFORD & Co.

REMINGTON JUNIOR.

"A LONG FELT WANT SUPPLIED AT LAST."

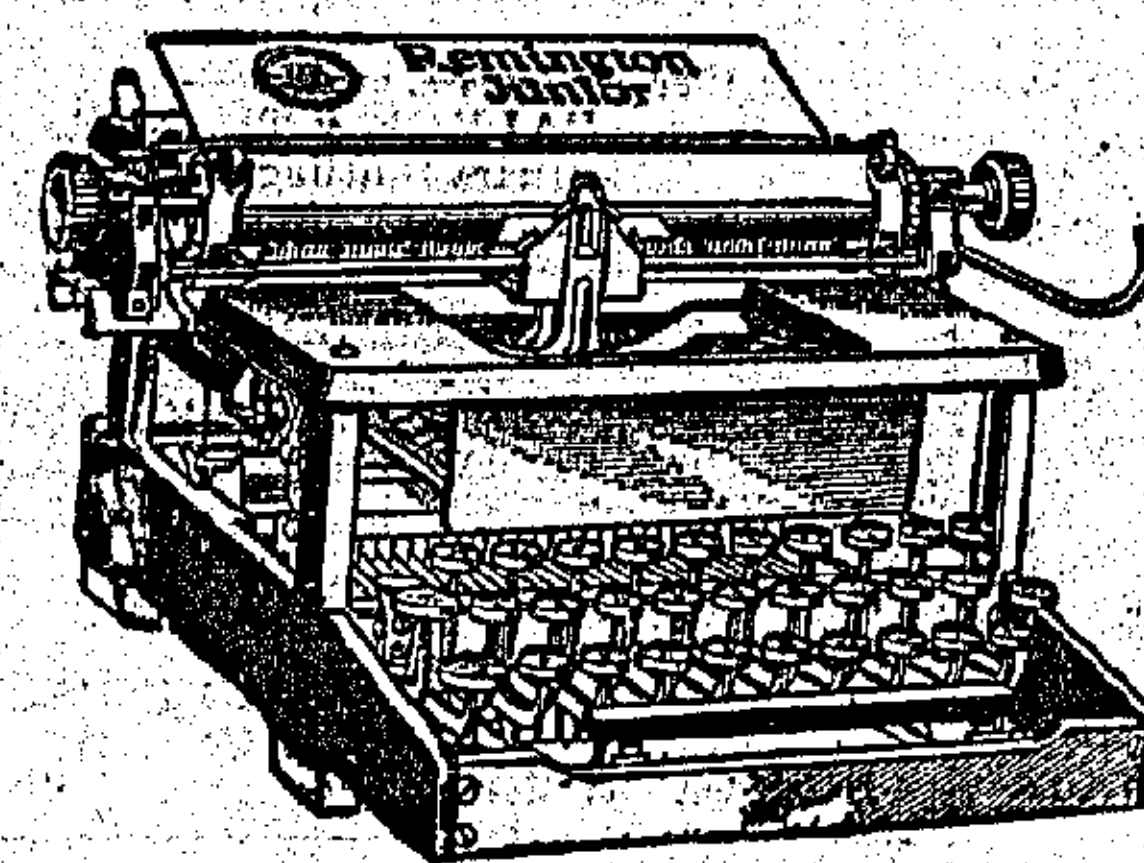
"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS, DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN.

Etc., Etc.

SPECIAL FEATURES:

Simplicity, Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs.



The Remington "JUNIOR" is a typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction: visible writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Model.

It is built for the non-user, for the immense army of people who need a typewriter and have always needed one, but who would not get the Standard Model because their requirements are different. In one word, it is built for people who will operate their own Machine!

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.

(INCORPORATED), NEW YORK

HONGKONG AGENCY, QUEEN'S BUILDINGS.

Hongkong, 30th November, 1914.

JUST LANDED:

"HIRANO MINERAL WATER"

IN QUARTS, PINTS AND SPIRITS.

Bottled by the

IMPERIAL MINERAL WATER CO.,

LTD., OSAKA.

By appointment to the Imperial Household of Japan. Officially Recommended by the Medical Colleges of The Imperial Universities of Tokyo and Kyoto.

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A LING & Co.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1219

Hongkong, 4th February, 1915.

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST.

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic

Flowery Land," etc.

THE VOLUME, which consists of 411

Pages, includes a Sketch Plan

of historical interest showing the disposition

of the Forces at the battle of Kweilin,

is dedicated to Sir ROBERT HART,

G.C.M.G., and Dr. A. RENZI.

Its description of Chinese Social

Customs and Superstitions combined

with the insight it gives into political

conditions in China, makes "Children

of Far Cathay" an excellent volume for

presentation to friends at home.

PRICE \$3.50.

To be obtained from Messrs. KELLY & WAUGH, LTD., Messrs. BARNES & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

NEW ADVERTISEMENTS

KOWLOON-CANTON RAILWAY.
(BRITISH SECTION).

TIFFIN TRAIN.

THE PUBLIC IS HEREBY NOTIFIED that on and from SATURDAY, March 6th, and on each succeeding SATURDAY until further Notice, Tiffin will be served on the Train leaving Kowloon at 1.35 P.M. to First Class Passengers only. The charge for Tiffin will be \$1.25.

To assist the management and for their own personal comfort, Passengers are requested to book their seats in advance, by Telephone or letter, which may be done up to FRIDAY night. The Train will be made up and waiting at Kowloon at 1 P.M. so that Passengers crossing from Hongkong by the 12.55 P.M. 1.05 P.M. and 1.15 P.M. Ferries will be able to start their Tiffin before the departure of the Train.

By Order,
H. F. WINSLOW,
Manager.
Telephone No. K. 43.
Kowloon, 1st March, 1915. [355]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NANUR."
Arrived Hongkong on 28th Feb., 1915.
FROM LONDON, MALTA, PORT SAID,
SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their disposal in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out. Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 1st March, 1915. [1]



NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested to call in future to apply between the hours of 9 A.M. to 1 P.M. and 2 to 4 P.M. daily.
Hongkong, 18th February, 1915. [292]

NOTICE.

THE OFFICES OF THE CHINA AND JAPAN TELEPHONE AND ELECTRIC CO., LTD., have This Day been REMOVED to 16, Ice House Street.
Hongkong, 1st March, 1915. [343]

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA.
SIXTEEN MILLION DOLLARS (\$16,000,000)

AND
SUPPLEMENTARY ISSUE OF EIGHT MILLION DOLLARS (\$8,000,000).

SUBSCRIBERS to the above LOAN are hereby notified that the Interest Instalment for the month of February, amounting to Dollars One Hundred and Twenty Thousand (\$120,000) has been duly received by the Under-signed and brought to Loan Service Account.

F. A. AGLEN,
Inspector General of Customs,
and Vice-Chairman of the Bureau of National Loans,
Inspectorate General of Customs,
Peking, 16th February, 1915. [352]

HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. JARDINE, MATHESON & Co., LTD., TO-MORROW (THURSDAY), 4th March, 1915, at 11.30 A.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd February to the 4th March, 1915, inclusive.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.
Hongkong, 16th February, 1915. [346]

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-SIXTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Under-signed at 12.30 P.M. on THURSDAY, the 18th March, 1915, both days inclusive.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 18th, March, 1915, both days inclusive.
JARDINE, MATHESON & Co., LTD.,
General Managers,
HONGKONG FIRE INSURANCE CO., LTD.
Hongkong, 1st March, 1915. [353]

WANTED.

POSITION by a COMPETENT BOOK-KEEPER and EXPORT CLERK with Good Knowledge of Canton and Hongkong Exports, and Highest Testimonials. Salary moderate. No objection to Coast ports.

Address—
Care of "Daily Press" Office.
Hongkong, 2nd March, 1915. [351]

HOUSES TO LET.

TO LET.

GODOWN, No. 94, Praya East.
Apply—
KWONG SANG HONG, LTD.,
No. 248, Des Voeux Road Central.
Hongkong, 10th February, 1915. [305]

TO LET.

THE GROUND FLOOR OF No. 6, DES VOEUX ROAD CENTRAL, occupied by Madame Gains, etc.
Apply to—
DAVID SASSOON & Co., LTD.,
Hongkong, 10th February, 1915. [272]

TO LET.

HOUSES IN CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
25, WONG-NEI-CHONG ROAD.
1, HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wandach Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st March, 1915. [38]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE,
Furnished and newly done up.
Apply—
H. E. POLLOCK,
Princes Building.
Hongkong, 20th January, 1915. [33]

TO LET.

A HOUSE in Kestford Terrace, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st March, 1915. [45]

TO LET.

GODOWN, No. 6, Duddell Street.
Apply—
A. B. AYASIA,
Care of E. FAHANEY,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244]

TO LET.

NO. 168, THE PEAK, "THE KENNELS."
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st March, 1915. [54]

TO LET—FURNISHED.

BISHOP'S LODGE, NORTH, No. 12, THE PEAK. From 1st May next.
For further particulars apply to—
PALMER & TURNER,
Alexandra Buildings, 2nd Floor.
Hongkong, 30th January, 1915. [229]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 9, Ice House Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st March, 1915. [35]

TO LET.

FLATS in Humphrey's Buildings and Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 12th November, 1914. [28]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES AND ROOMS. Including a Fine Commodious Suite.

Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.,
Hongkong, 23rd October, 1914. [36]

TO LET.

OFFICES in St. George's Building, Second Floor, overlooking Harbour, immediate possession.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [39]

TO LET.

NO. 1, NATHAN ROAD, Kowloon (No. 1, Fairview), from 1st February.
No. 1, GOUGH HILL ROAD, THE PEAK, Furnished or Unfurnished. From 1st April, 1915.

"SHORNCLEIFFE" Garden Road, to let furnished (6 Rooms).
"ROGATE" Austin Road, Kowloon, from 1st February, 1915.

"EILANDONAN," No. 54, Mount Kellett Road, 5 Rooms, unfurnished, from 1st March.

No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).

ROOMS, suitable for Offices, on the First Floor of No. 3, Duddell Street.

No. 62, THE PEAK (No. 2, CAMERON VILLAS) Furnished.

"KIRKENDALL" Furnished, No. 122, Plantation Road, Peak.

"BEACONSFIELD," Battery Path, No. 59, THE PEAK (6 CAMERON VILLAS).
Apply to—
LINDSAY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 18th February, 1915. [43]

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ESTABLISHED 73 YEARS.

CHEMISTS, DRUGGISTS AND PERFUMERS, ETC., ETC.

By APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

WATSON'S HOUSEHOLD AMMONIA.

FOR THE BATH, TOILET, AND HOUSEHOLD. Used in the Bath it promotes a healthy action of the skin, counteracts all effects of perspiration, and is refreshing and invigorating. It is especially useful for cleaning Jewellery, Silver, and Plated Ware, etc.

WATSON'S CORN SOLVENT.

A permanent, speedy and painless CURE for corns and bunions.

WATSON'S SHAVING STICKS.

The cheapest and best in the market. They give a free and lasting lather, and impart a soothing feeling to the skin. For delicate and sensitive skins they are unequalled.

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY AND KOWLOON DISPENSARY. [13]

MARRIAGE.

JOSELAND-BRYANT.—On February 18th, at AMOY, FLORA OAKMAN, second daughter of Mr. and Mrs. NELSON E. BRYANT, of Shanghai, to FRANK EWART JOSELAND, eldest son of the Rev. Frank P. Joseland, of Melbourne.

HONGKONG OFFICE: 10A, DES VOEUX ROAD. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 3rd, 1915.

JAPAN AND SHANTUNG.

ACCORDING to a Chinese telegram, among the first fruits of the Japanese negotiations with China which have followed upon the reduction of the fortress of Tientsin, and the military occupation of the territory by the Japanese, is the decision of the Chinese Government to make Lungkow a treaty port.

The bald announcement in the telegram seems to us strange, because Lungkow was one of seven northern ports voluntarily opened to foreign trade by the Chinese Government just a little more than twelve months ago. Six of the ports thus opened are in Inner Mongolia—Lungkow, in Shantung, making the seventh. At the time it was generally understood that this step had been taken to counteract Japanese political ambitions, though officially, of course, the reason for opening the ports was stated to be the Government's wish to see the trade of the country developed.

These places were then described as "trade marts"; places voluntarily opened to international trade. In such places the control remains in the hands of the Chinese. Presumably, the meaning of the latest announcement is that Lungkow has now been put precisely on the same footing as Chefoo, Newchwang or any other of the best known international trading centres—i.e., Treaty ports—of China. Those of our readers who are well acquainted with Japan's activities in North China will not need to be told that the Japanese have long had an eye on Lungkow as a base for commercial operations in Northern and Western Shantung. Hitherto, it has been opened to junk trade as the auxiliary port of Chefoo, but Japanese merchants have naturally been reluctant to divert the

trade of Dairen to Chefoo, and apparently under Japanese inspiration there has been for some time past a movement among the Chinese of the place, with the approval of the governing authorities at Tsinanfu, to make Lungkow a serviceable port for ocean-going steamers. It may be recalled that it was at Lungkow that the Japanese Army was disembarked for the operations against Kiaochow, and the place became for a while the Japanese strategic base for the campaign. Linked with the desire of the Japanese for the opening of Lungkow has been the wish to utilise the Hsiao Ching-ho (river), the entrance to which is situated some fifty miles south-west of Lungkow. The river forms a connection, 120 miles in length, between the capital of the province (Tsinanfu) and the sea, and if the mouth of the river were dredged, or channels made in the sand-bars which now obstruct the entrance, small steamers could run direct between Dairen and the capital of Shantung Province, a distance of less than three hundred miles.

In the course of a very informing article on the whole situation in Shantung which appeared in the November number of the *Far Eastern Review*, under the title of "Neutral Thoughts on the Neutralization of Shantung," Mr. Geo. BRONSON REA, M.E., suggested that Japan's interests would be best advanced by restoring Kiaochow to China on condition that China not only consents to an extension of the Japanese lease of the Kwantung Peninsula, but engages to improve the Hsiao Ching-ho for the benefit of trade. He advocated in fact the construction of a new ship canal running parallel with the Hsiao Ching-ho, thus converting an old inland capital into a modern, wide-awake prosperous seaport.

Mr. REA considered the construction of this canal, or the improvement of the existing waterway, to be a sacred duty of the Chinese authorities, because it would free the other nations from a railway monopoly and at the same time, from the political point of view, it would safeguard the Open Door and China's national rights against insidious attacks by any single Power. Presumably the future status of Kiaochow will not be decided until the war is over and the Treaty of Peace signed, but nothing is more certain regarding the future in Shantung than that the predominant foreign influence there will henceforth be Japanese rather than German. Owing to her geographical proximity to the province, Japan would naturally take the fullest advantage of the opening of Lungkow as a treaty port, for the commercial exploitation of the northern part of the province, while at the same time leaving nothing undone at Kiaochow as a commercial base for operations in the south of the province, and we may be sure that the improvement of the Hsiao Ching-ho, or the construction of a parallel ship canal is a project which would strongly appeal both to shipping and commercial circles in Japan.

If China does not undertake this improvement, it is not at all improbable that one fine day we shall be seeing it done by Japan.

The financial result of the 1915 Carnival at Manila is a surplus of 25,000 pesos.

A branch of the Patriotic League of Britons Overseas has been formed in Tokyo. A branch is also being formed in Kobe.

A Seoul paper reports that Mr. H. J. Muhlensteth, who was formerly in the Korean Government service, put an end to his life on the 17th inst., after a long period of suffering.

Captain W. A. Carlson, Harbour Master in Shanghai, has been decorated by the King of Sweden with the Order of the Wasa, 1st class, in recognition of his long years of meritorious service in China.

A house coolie employed at 8, Humphrey's Buildings, Kowloon, was sentenced to a month's hard labour and four hours' stocks for stealing a quantity of crockery-ware. The coolie's only defence was that he thought the things were not wanted.

It is announced that Mr. J. T. Wawn, the British Consul at Chemulpo, has been transferred to Nagasaki. It is also stated that a British Vice-Consulate is to be opened in Tokio shortly, of which Mr. G. H. Phipps will be in charge when he returns to Japan from England.

Dr. Victor G. Heiser, former Director of Health for the Philippine Islands, left Manila last week to prepare to take over his new duties as head of the International Health Commission for the Far East. He left for Zamboanga on official business and from there will go to BORNEO.

The annual Flower and Vegetable Show opens to-morrow afternoon in the Botanic Gardens. It is a show usually well worth seeing and deserves every encouragement from the public.

At the Magistracy yesterday, three firms were prosecuted for causing bills to be posted on the trees in Morrison Hill Road, thereby "spoiling the amenities of a public place." A fine of \$5 was imposed in each case.

Russian Government orders have been given to a tannery in Korea for the supply of 150,000 pairs of boots, 520,000 ammunition cases and 290,000 bands. The total amount of the order is 2,400,000 yen and the goods are all to be delivered to the Russian authorities by the end of August next.

It is reported that the damage to the Japanese cruiser *Asama*, which ran on a sunken rock on the Mexican coast, is not so serious as was first reported. The Japanese naval authorities are said to have decided to despatch the battleship *AKI* and the cruiser *Chitose* together with the salvage ship *Kwantu Maru* with a number of workmen to the scene of the disaster.

Vice-Admiral Sir David Beatty, who has played such a distinguished part in the war, was in 1900 commander of the *Barfleur* when the Boxer troubles broke out. At Tientsin in June he led 200 British seamen and marines in an attempt to capture two Chinese guns, and it was only after he had been twice wounded, and his small force had sustained severe casualties, that he withdrew. He recuperated in Japan, and for his work was specially promoted to captain (November, 1900) when only 29.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

R. A. Needham	.....\$10
G. W. Barton	.....10
T. M. Gregory	.....10
S. Moutrie & Co.	.....10
Hon. Mr. H. H. J. Gompertz	.....5
J. F. Miller	.....5
A. Ritchie	.....5
D. A. Lukmanoff	.....5
Dr. Chadwick Kew	.....5
H. Green	.....5
Ullmann & Co.	.....5
E. D. Kofewal	.....3

A meeting was recently held in Kobe, under the auspices of the Society for Compelling the Despatch of Japanese Troops to Europe, with a view to rousing popular sympathy and enlisting support for the proposed military expedition to the European theatre of war. In spite of inclement weather the hall was filled to overflowing by an audience of over 3,000, and placards were posted outside announcing that there was no room left for further admission. The keynote of the speeches was the consideration of Japan's bounden duty of upholding the cause of justice and righteousness by fighting barbarous Germany, and the future position of the Japanese in the world. The meeting lasted six and a half hours.

WEDDING.

STEPHENS—LONG.

The wedding was solemnized at St. John's Cathedral, yesterday, of Elizabeth Mary (Betty), only daughter of Mr. and Mrs. Long, of West Meon, Hants, and Walter Alfred, eldest son of Mr. and Mrs. W. J. Stephens, Ladywell (London). The bridegroom is in charge of the Amoy office of the Nestlé and Anglo-Swiss Condensed Milk Co.

The bride, who was given away by Mr. A. G. Coppin, was tastefully attired in a gown of cream cashmere-de-soie, with a long train handsomely embroidered with silver lilies, the vest and collar being composed of fine lace. She also carried a charming bouquet of white roses and gardenias and maidenhair fern. The bride was attended by Miss Josephine Coppin as bridesmaid, and Master Dudley Coppin as a page. The bridesmaid's dress was of embroidered white silk and she carried a basket of pink roses. The little page was dressed in a suit of white silk.

Mr. K. M. Cumming acted as "best man," the ceremony was performed by the Rev. V. H. Copley Moyle, and Mr. Denman Fuller presided at the organ.

After the ceremony, a reception was held at the residence of Mr. and Mrs. Coppin, 104, The Peak, and later in the day the happy couple left for Macao and Canton, etc., where the honeymoon is being spent. The bride's going-away costume was of cream silk cloth, with a white velvet hat adorned with an ostrich feather.

Brand played the best golf for Shanghai, but he also had his bad holes. In the afternoon starting with 4, 3, 2, he had two sevens at the eighth and ninth.

Dickie was unfortunate to be obliged to lift on several occasions, finding his ball unplayable. In this way the course is open to criticism, as two players may be in trouble within a few feet of one another and one will find an impossible lie whereas the other is teed up.

Hill and Cumming (Hongkong) were both below their usual form, but the latter's 38 for the last nine holes in his second round produced some of the finest golf of the match. The result left Hongkong the winners by 8 strokes, but they were evidently much below form, except Gardner.

Shanghai should have won on the day's play, but there is no suggestion that we possess the better golfers. With a better knowledge of the course and with more experience we shall do better next time.

Needless to say we were royally entertained and our sincere thanks are due to the Royal H.K.G.C. and particularly to the Secretary, Mr. Cumming, for a most pleasant match and a delightful holiday.

CONSOLATIONS.
On the night after the match we were entertained by the Governor, who, in the happiest manner possible, toasted the Shanghai Golf Club. That we were unsuccessful in annexing the trophy is a great disappointment, but the satisfaction of knowing that a further opportunity of a visit to Fanning will some day come to Shanghai golfers, is a great consolation.

Had Barrett played up to the form shown by Brand and Dickie the result might have been different, and yet, one never can tell at golf!

It only remains to add that all the arrangements for our comfort and for the match were beyond reproach. Many of these arrangements might well be noted for introduction at Kiangwan in the future.

THE QUANTS.
His Excellency the Governor and his party were among those present at the Theatre Royal, Hongkong, last night to meet the Quants in Pierrot Land. With melodious music, graceful dances, topical illusions, drolleries, quips and jokes, two pleasant hours passed all too quickly in the company of this delightful band of performers, whose entertainment, always "merry and bright," evoked peals of laughter and rounds of applause. For the benefit of those who have not yet visited the theatre this week, it may be mentioned that the programme will be repeated to-night, and on Thursday there will be an entire change of programme.

INTERPORT GOLF MATCH.

CRITICISMS OF CHALLENGE CUP PLAY.

ASPECTS OF SHANGHAI'S GAME.

The following article on the Interport Golf match at Fanning has appeared in the N.C. Daily News:—

A SPLENDID COURSE.

The course at Fanning is, without doubt, a credit to Hongkong. It is the nearest approach to home golf that is to be found in the East. The course is beautifully laid out and contains every natural advantage. The greens are such as to make our own Kiangwan greens hide their heads in shame, but the course being new and very dry at this time of year, the lies through the green are not always what they might be. One is apt to find bad lies in the fairway and good shots are unfairly punished, but the impression remains that these links have magnificent possibilities, and are in a class by themselves in the East.

Our team found much difficulty in getting out of trouble owing to the hard ground. The ordinary nubbick shot is impossible and the ball must in all cases be picked up clean. Enormous drives of 250 to 280 yards were frequent, but trouble from the tee caused the greatest punishment.

To come to details of the match itself. There was a very fresh breeze blowing which caused some trouble, but the greens were good and some of the golf was excellent on both sides.

THE FIRST PAIR.

Gardner fulfilled expectations, and his round of 80 (Bogey 81) in the morning was as good as could be in the circumstances. He started with two sixes, but afterwards played perfect golf. Likewise in the afternoon, except on the greens, where he missed four or five holeable putts. His score of 164 stood by itself as easily the best effort, and there can be no doubt that he ranks with the best golfers we have seen out East. His ability to get out of trouble was astounding. He made a few mistakes off the tee, but through the green played beautiful golf. His opponent, Barrett, had three disastrous holes. The first in the first round and the 13th in both rounds. These cost him 9, 11 and 8 respectively and lost Shanghai the match. He certainly had the worst of the luck at these holes, but there can be little excuse for such a downfall. Otherwise his golf was good, being the remaining 33 holes in 4 over Bogey, despite being upset by the bad holes and missing four or five easy putts in consequence.

SOME BAD LUCK.

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THE WAR.

GREAT WAR SPEECH BY MR. ASQUITH.

SEVERE GERMAN DEFEAT: RUSSIANS TAKE 10,000 PRISONERS.

AMERICAN GRAND JURY INDICTS HAMBURG-AMERIKA LINE FOR DEFRAUDING CUSTOMS.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMAN DEFEAT BY RUSSIANS.

TEN THOUSAND PRISONERS TAKEN.

LONDON, March 2nd.

A Petrograd communiqué says:—We concluded, on February 28th, the operations around Prasnyz, defeating not less than two Army Corps, which were driven back to the frontier.

The Russians, on Sunday morning, began the pursuit of the Germans defeated at Prasnyz. Ten thousand prisoners have already been taken, besides rich booty.

The Germans in the sectors adjacent to Prasnyz are retiring in consequence of the Russian victory.

Their attitude is now passive. The only activity is the bombardment of the fortress of Osowiec, in which 49-centimetre howitzers are participating, but unsuccessfully. The Russian concrete is very solid.

AUSTRIANS AGAIN SUFFER ENORMOUS LOSSES.

LONDON, March 2nd.

A Petrograd communiqué states that the Austrians in the Carpathians suffered enormous losses in an unsuccessful attack in massed formation near Lupkow.

RUSSIAN OCCUPATION OF TURKISH BASE.

LONDON, March 2nd.

A Petrograd communiqué states that the Russian Army in the Caucasus has occupied the port of Khopa, a Turkish military base.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

LULL IN OPERATIONS.

LONDON, March 1st.

4.10 p.m.

To-day's Paris communiqué says:—There is nothing important to report except that the different points d'appui successively secured now form a continuous line two kilometres long, to the northward and north-westward of Perthes. We made slight progress at Chapelotte, three kilometres northward of Colles.

LONDON, March 1st.

5.30 p.m.

The Paris evening communiqué states: Rain and snowstorms have impeded operations.

We repulsed a strong counter-attack in north Mesnil and Champagne, have maintained our gains and made fresh progress.

We captured a blockhouse at Bois-le-Preire, near Pontainvieux, and also repulsed a strong attack, on Sunday night, at Sulzeria, in north-west Munster.

GENERAL.

[THROUGH REUTER'S AGENCY.]

VIOLATING AMERICAN CUSTOMS LAWS.

INDICTMENT OF HAMBURG-AMERIKA LINE.

New York, March 2nd.

The Federal Grand Jury, which has been investigating violations of the Customs laws in furnishing supplies to German cruisers in the Atlantic, has returned indictments against the Hamburg-America Line, and six men connected with the shipments, of conspiracy to defraud the American Government by means of false papers.

TURKISH INDISCRETION.

VIGOROUS REPRESENTATIONS BY ITALY.

LONDON, March 2nd.

A telegram from Rome reports that the Turks at Jeddah have arrested an Italian steamship agent and seized the mails he was taking to the Italian Consul.

The Italian Government has made vigorous representations to the Porte.

NOTES TO THE UNITED STATES.

LONDON, March 2nd.

A Washington telegram states that the British and French Ambassadors have presented Notes to Mr. Bryan in reference to the blockade by Germany.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

THE DARDANELLES.

OPERATIONS AGAIN INTERRUPTED BY BAD WEATHER.

LONDON, March 2nd.

It is officially announced that the naval operations in the Dardanelles Straits have been again delayed by a strong north-easterly gale with rain and mist, which would render long-range fire and aeroplane observations difficult.

THE "DACIA" AT BREST.

LONDON, March 2nd.

It is reported from Brest that the steamer Dacia (captured by a French cruiser in the English Channel) has arrived there and has been formally seized. The French flag was hoisted. The American crew will be repatriated.

DEATH OF AN AUTHOR.

LONDON, March 2nd.

The death is announced of Mr. Frank Bullen, the well-known author. [The deceased author commenced life as an orphan boy, and subsequently went to sea in various capacities up to and including chief mate. In 1883 he forsook the sea and became a junior clerk in the Meteorological Office. Very soon after this he produced "The Cruise of the Cachalot," and "Idylls of the Sea," quickly gained popularity, and continued to publish numerous works of fiction dealing with life at sea.]

[THROUGH REUTER'S AGENCY.]

MR. ASQUITH ON THE WAR.

DETAILS OF FINANCE.

NOT YET TIME TO TALK OF PEACE.

"NEVER MORE CONFIDENT OF VICTORY THAN WE ARE TO-DAY."

LONDON, March 1st.

In the House of Commons, Mr. Asquith, the Premier, in moving a vote for a supplementary credit of £37,000,000 and a fresh credit of £250,000,000, pointed out that the total of the credits for the financial year 1914-1915 was £362,000,000. That represented, broadly speaking, the difference between expenditure on a peace footing and expenditure on a war footing. It was not desirable, he said, to give the precise details of expenditure, but the Army and Navy took out of that total £275,000,000. That was additional to the sums voted on a peace footing. £38,000,000 represented advances for war expenditure made to the Dominions of the Crown, and there had also been an advance to Belgium of £10,000,000, and £800,000 to Serbia. Further advances to these Allies were contemplated, and the actual cost of the war, at the close of the financial year, when the war would have lasted 230 days, would be £1,500,000 daily.

The credit of £250,000,000, said the Premier, was the largest single vote which had ever been put before the House, and it would cover a period to the second week in July. The War Office estimated that from April their daily expenditure was a million and a half, and the Navy expenditure £400,000, thus the aggregate was roughly two millions a day.

The Government was making a large pecuniary demand from the House than it had ever done before, but they made it in the full conviction that after seven months of war the country and the Empire were every whit as determined as ever to bring a righteous cause to a triumphant issue. (Cheers.)

MUCH TO ENCOURAGE AND STIMULATE.

"There has been much to encourage and to stimulate us in what I see," added the Premier: "in the heroism of Belgium and Serbia, in the undaunted tenacity with which our Allies hold their far-flung lines until the moment comes for an irresistible and decisive advance. (Cheers.) Our own Dominions and our great Dependency of India sent us a splendid contribution of men, a large number of whom are already at the front. Very soon the whole of them will be in the fighting line in one of the actual theatres of war. We hear to-day with great gratification that Princess Patricia's regiment has been doing during the last few days most gallant and efficient work. (Cheers.) The Territorial Divisions are now fully trained and capable of confronting any troops in the world, and the new army which has lately been under the critical scrutiny of skilled observers, is fast realising all our most sanguine hopes. (Loud cheers.) We have no reason to be otherwise than satisfied with the progress of recruiting, and I can assure the House that, with all the knowledge and experience gained by the Government, we were never more confident than we are to-day of the power and the will of the Allies to achieve ultimate victory." (Cheers.)

THE DARDANELLES.

Referring to the Dardanelles, Mr. Asquith said that there had been no denudement or impairment of the forces working in France and Flanders. We should continue to give the fullest and most effective support there. Nor, for the purposes of the Dardanelles operations, had there been any weakening of the Grand Fleet. The enterprise at the Dardanelles was carefully conceived with distinct political, strategic, and economic objects. The operations had once more illustrated the close co-operation of the Allies in a new theatre. Mr. Asquith referred to the splendid contingent from the French Navy which shared in the glory and hazard of the Dardanelles enterprise, and said the operations also showed the copiousness and variety of our own Naval resources. The Queen Elizabeth, which was there, was the newest super-Dreadnought, with a range unknown before, and side by side was the Agamemnon, the predecessor of the Dreadnought. Congratulations were due to the Admiralty.

UNDER-SEA CAMPAIGN OF PIRACY AND PILLAGE.

Mr. Asquith then passed on to the subject of the German so-called blockade, saying:—"I shall have to use some very plain language. It did not come as a surprise. The war has been carried on by Germany with a systematic violation of all Conventions and Agreements by which, with international agreement, it was thought to mitigate warfare. She has now taken a further step by organising an under-sea campaign of piracy and pillage. Can we—I address myself here to the neutral—sit quiet as though we were still under the protection of the rules of civilised warfare? I think we cannot." (Cheers.)

The Premier ridiculed the theory of a German blockade, and asked where was the German Fleet? It had only been seen on the sea twice since the war began. The plain truth was that the German Fleet was not blockading, could not blockade, and never would blockade the English shore. (Cheers.)

GERMAN SUBMARINE PIRACY.

Mr. Asquith read a statement regarding the German submarine piracy. It said:—"The laws and customs of nations regarding attacks on commerce always presumed that the first duty of the captor of a merchantman is to bring it before the Prize Courts where it may be tried, where any irregularities of capture may be challenged, and where neutrals may recover their cargo. The sinking of prizes is in itself a questionable act to be resorted to only in extraordinary circumstances, and after provision has been made for the safety of all the crew and passengers.

"The responsibility for discriminating between neutral and enemy vessels and between neutral and enemy cargoes obviously rests on the attacking ship, whose duty it is to verify the status of the vessel and cargo and to preserve all the papers before sinking or capturing the ship. So, also, is it their humane duty to provide for the safety of the crews of merchantmen, whether neutral or enemy, and it is an obligation on every belligerent. It is upon this basis that all previous discussions of law regulating warfare have proceeded.

RETALIATORY MEASURES.

"The German submarine fulfils none of these obligations," proceeded Mr. Asquith. "Her methods of warfare are entirely outside the scope of any international instruments regulating operations against commerce in time of war. The German declaration substitutes indiscriminate destruction for regulated captures. Germany adopted this method against peaceful traders and non-combatant crews with the avowed object of preventing commodities of all kinds, including food for the civilian population, from reaching or leaving the British Isles or Northern France. Her opponents, therefore, are driven to frame retaliatory measures—(Cheers)—in order to prevent commodities of any kind—(Loud Cheers)—reaching or leaving Germany. (Renewed cheers.)

"These measures, however, will be enforced by the British and French Governments without risk to neutral ships or neutral or non-combatant lives, and in strict observance of the dictates of humanity. (Cheers.) The British and French Governments will, therefore, hold themselves free to detain and take into port ships carrying goods of presumed enemy destination, ownership or origin. It is not intended to confiscate such vessels or cargoes unless they are otherwise liable to confiscation. Vessels with cargoes which sailed before this date will not be affected. That is our reply." (Loud cheers.)

There was no form of economic pressure to which the Allies did not consider themselves entitled to resort; and if neutrals suffered inconvenience the Allies regretted it, but neutrals should remember that this phase of the war was not initiated by us. We did not propose to assassinate their seamen or destroy their ships.

NOT THE TIME TO TALK OF PEACE.

The Premier, continuing, said that there were whispers of peace, but it was not the time to talk of peace—(loud cheers)—and those who did so, however excellent their intentions, were victims of a grievous self-delusion. It would be time to talk of peace when the great purposes of the Allies were in sight of accomplishment. (Cheers.) What he said on that subject in November at the Guildhall he now repeated in March. (Renewed cheers.)

DENIAL OF A GERMAN STATEMENT.

The Prime Minister added: "I may say that a suggestion which I see put forward from German quarters that we rejected certain proposals or suggestions made to Great Britain and Germany by the United States is untrue. All we have stated to the United States so far is that we have taken them into careful consideration in consultation with our Allies.

OUR RESOURCES.

Mr. Asquith concluded: "We shall not relax our efforts until we have achieved all our aims. To achieve them we must draw on our resources, both material and spiritual. The appeal on the material side is before the House: the appeal on the spiritual side is to the ancient, inbred qualities of our race which have never failed us in times of stress, namely, self-mastery, self-sacrifice, patience, tenacity, willingness to bear one another's burdens, unity which springs from a dominating sense of a common duty, never-failing faith and inflexible resolve. (Loud and prolonged cheers.)

SPEECH BY MR. BONAR LAW.

Mr. Bonar Law expressed his hearty concurrence with the views expressed in Mr. Asquith's speech, and affirmed that the Government had the full support of the House and the whole country in the policy they were pursuing. He spoke with admiration of the bombardment of the Dardanelles and the gallantry of the troops in Flanders and France, and emphasised that Great Britain should show Germany that we intended to use every weapon at our disposal to bring this horrible war to an end.

The votes of credit were unanimously adopted.

THE CHINESE NATIVE CUSTOMS.

PROTEST AGAINST INCREASED TAXATION.

A circular was issued to all public bodies and mercantile guilds by the Chinese Merchants' Association of Shanghai on February 22nd, strongly protesting against the alteration of the tax tariff of the native customs, thereby increasing the duties on native goods manifold.

It begins by pointing to the circular order issued by the Ministry of Finance, authorizing all native customs to alter their tariff regulations which were framed during the Ching régime so as to raise the rate of duties to one-half that levied by the Maritime Customs. The Ministry, it says, bases its decision upon the difference between the prices then ruling and those at present current; and it further orders that any rate in the old tariff below one-half that of the Maritime Customs shall be raised accordingly, while any rate in the old tariff higher than one-half that of the Maritime Customs shall continue in force as of old. The date for the revised tariff to come into force was fixed on February 1st, 1915, but has been postponed to March 1st at the request of Supervisor Yuan of the Chinkiang Customs in deference to the earnest prayer of several chambers of commerce in his district.

The circular gives some calculations, showing that the new duty of 24 per cent. would really mean an increase ranging from two to six times the old duty, according to different kinds of goods taxed. Moreover, the native customs are not under a central authority as the maritime customs, so that goods passing ten such customs would have to pay ten times the 24 per cent. duty, making the new duty really several tens of times as much as the single duty shown in the old tariff.

It also points out that the innumerable *likin* stations and barriers remain to levy their tolls as before, not to mention the irritating practice of appraising the goods which are not included in the tariff list at a higher or lower value entirely according to the inclination of the officer. The merchants, it is admitted, have to perform the duty of paying taxes, but the Government must be responsible for their protection. Now the Government seems powerless to increase duties on foreign imports, while it proposes to increase the duties on native goods from two to six times; at a time when *likin* has not been abolished, the merchants consider that this kind of policy would kill Chinese industries and stultify the development of native trade besides flushing the Chinese market with foreign merchandise. They should therefore unite together and refuse to agree to the new regulations. When they have held meetings, they must join in dispatching a telegraphic protest to the Ministry of Finance, asking it to rescind its order. (N.C. Daily News.)

31 SUCCESSES TO 7.

ALLIES' GAINS OVER GERMANS.

An official account of the war from 15th November to 15th January has been issued in Paris.

The following table shows what has been done. The results obtained by the Germans are:—

- 1.—Destruction of the Halles (Market Place), Cathedral, and hospital of Ypres.
- 2.—Destruction of Nieuport Town and Nieuport Baths, the bathing village on the coast.
- 3.—Bombardments of Armentieres, Runkere, and Arras.
- 4.—Bombardment of Soupir and Soissons.
- 5.—The retaking of Hill 139 and of Crouy, and a gain of three-quarters of one mile to the north of Soissons.
- 6.—An advance of 325 yards in the Argonne near the stream of the Meurissons on a front of 874 yards.
- 7.—Bombardment of a church at Nancy, and of a hospital at Thann.

The results obtained by the Allies are:—

- 1.—The retaking of all the left bank of the Yser between Knecht and Hetsas.
- 2.—An outlet on the right bank between the sea and St. Georges.
- 3.—Erection of a bridge head of two and a half miles in this region.
- 4.—Placing of a bridge head to the south of Dixmude.
- 5.—Taking of St. Georges, Ferryman's House, and the Korteker inn.
- 6.—General extension of our front around Ypres.
- 7.—Cessation of the enemy's infantry attacks.

FROM THE LYS TO THE OISE.

- 8.—Taking of the chateau and the village of Vermeles, and the route.
- 9.—Taking of numerous German trenches between Aix Noullete and Carancay.
- 10.—Retaking of Partelle St. Laurent and Blangy, near Arras.
- 11.—Taking of La Boisselle.
- 12.—Taking of German trenches at Lihons.
- 13.—Taking of Quenoy-en-Santerre at the end of October, and progress to the east since then.
- 14.—General extension and consolidation of our front.

FROM THE OISE TO BELMUS.

- 15.—The taking of German trenches at Nampel and the plain of Nouvion.
- 16.—Taking of Spur 132, since lost again.
- 17.—Destruction of numerous German guns.
- 18.—Consolidation of our defensive system.

FROM THE OISE TO THE MEUSE.

- 19.—Advance of three-quarters of a mile in the region of Prunty.
- 20.—Progress of a mile and a half in the region of Perthes and the check of seventeen German counter attacks.
- 21.—Advance of more than three-quarters of a mile in the Argonne, in the Bois de la Gurie, and of Bolante, and the repulse of numerous attacks.
- 22.—Extension of our front around Verdun.
- 23.—Destruction of numerous enemy batteries.
- 24.—Important progress in the woods of Consenvoye, Apremont, Ailly, Mortmare, and Le Preire.
- 25.—Check of all the German attacks.
- 26.—Progress to the north-east of Nancy, at Lencenil, and in the forest of Parroy.
- 27.—Progress to the north and south of Senones and in all the Ban de Sapt.
- 28.—Taking of a point which commands St. Marie.
- 29.—Complete check of thirty-four counter-attacks made by the enemy.
- 30.—Taking of Aspach, Steinbach, and the heights to the east.
- 31.—Progress towards Munster, Cernay, and Altkirch.

To sum up the result of the last two months there has been:—

- 1.—General progress by our troops; very appreciable at certain points.
 - 2.—General retreat of the enemy, except to the north-east of Soissons.
- It can thus be affirmed that in order to obtain a complete success France and her Allies have only to wait and prepare for it with untiring patience. The German offensive is broken. The German defensive will also be broken in its turn.

MINING ENTERPRISES IN CHINA.

THE USE OF FOREIGN CAPITAL.

The Ministry of Agriculture and Commerce has issued an order to the effect that the Director of Mining Affairs must obtain the right to work mines from the Authorities by fraudulent means. The Ministry regrets the dishonesty of the people in practising deception on the Authorities by falsely reporting to the latter their intention of starting a company to work a certain mine with purely Chinese capital, but after obtaining the charter it is frequently discovered that the undertaking is largely financed by foreign capitalists, leading to diplomatic entanglements. According to the mining regulations, the Ministry of Agriculture and Commerce continues, it is legitimate for foreigners to invest a limited amount of capital in mining enterprises, and people who enter into partnership with foreigners in mining undertakings are not obliged to conceal the fact from the Authorities, provided the terms of their agreement do not violate the regulations in force. The Ministry further announces that hereafter, before any charter for working mines is granted, the applicants should first submit the terms of their agreement to the Authorities and expressly inform the latter of the nature of their undertaking and furnish the authorities with the articles of association of the company should it be financed with joint foreign and Chinese capital. In the event of the discovery of cases of fraud on the part of the promoters, the charter granted to them will be immediately cancelled and the offenders heavily punished. (Peking Gazette.)

Cutter Palmer & Co.
The Wine Merchants of the East

NAPIER - JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

B. BEW & CO. OF

IMITATIONS

SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.

and from ALL WINE MERCHANTS.

Your
Grocer
will
tell you

VAN HOUTEN'S COCOA

has an enormous

sale for it is

BEST and GOES FARTHEST

Van Houten's makes the best Favouring for Confectionery & Pastry.

72-2-2



By Appointment to
H.M. King George V.

FOOD PRICES IN HONGKONG.

(As fixed by Proclamation dated February 19th, 1915.)

SCHEDULE OF MAXIMUM RETAIL PRICES.

1. Flour—

(a.) First Grade, per bag of 50 lbs. \$4.50

(b.) Second Grade, per bag of 50 lbs. 4.00

(c.) Third Grade, per bag of 50 lbs. 3.50

(d.) Milk, per 1 litre tin 0.07

2. Tinned Milk—

(a.) Sweetened Condensed Milk, per 1 lb. tin 0.80

(b.) Unsweetened Condensed Milk, per 1 lb. tin 0.25

(c.) Sterilized Milk, per tin (8oz.) 0.35

(d.) Eagle Brand, per 1 lb. tin 0.85

(e.) Skimmed Milk, per 1 lb. tin 0.20

3. Sugar—

(a.) Cube (in 5 lb. tin), per tin 1.15

(b.) Refined Crystallized, per lb. 0.12

(c.) Granulated, per lb. 0.12

(d.) Soft, No. 1 quality, per lb. 0.11

(e.) Soft, No. 2 quality, per lb. 0.12

(f.) No. 2, per lb. 0.11

4. Frozen Meat—

The Dairy Farm prices for frozen food and other stores published on 1st September, 1914, with all changes in prices shown in red ink, are the maximum retail prices for the articles enumerated in the price list of that date. (Approved copies signed by the Chairman and the Secretary of the Food Committee can be seen either at the Treasury or on the premises of the Dairy Farm Company in Wyndham Street.)

5. Market Produce—

BUTTER & MEAT.

Meat—Lung Ya—Beef, 1st class, 21

Meat—Lung Ya—Beef, 2nd class, 19

Meat—Lung Ya—Beef, 3rd class, 17

Meat—Lung Ya—Beef, 4th class, 15

Meat—Lung Ya—Beef, 5th class, 13

Meat—Lung Ya—Beef, 6th class, 11

Meat—Lung Ya—Beef, 7th class, 9

Meat—Lung Ya—Beef, 8th class, 7

Meat—Lung Ya—Beef, 9th class, 5

Meat—Lung Ya—Beef, 10th class, 3

Meat—Lung Ya—Beef, 11th class, 1

Meat—Lung Ya—Beef, 12th class, 1

Meat—Lung Ya—Beef, 13th class, 1

Meat—Lung Ya—Beef, 14th class, 1

Meat—Lung Ya—Beef, 15th class, 1

Meat—Lung Ya—Beef, 16th class, 1

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Meat—Lung Ya—Beef, 18th class, 1

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Meat—Lung Ya—Beef, 22nd class, 1

Meat—Lung Ya—Beef, 23rd class, 1

Meat—Lung Ya—Beef, 24th class, 1

Meat—Lung Ya—Beef, 25th class, 1

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THE PRESS AND COURTS-MARTIAL.

IMPORTANT PRINCIPLE ESTABLISHED.

A principle of considerable importance to the Press throughout the country was established at Woolwich recently by two of the local journalists.

On Monday, Mr. G. J. Knight, who is secretary of the South-East London Branch of the National Union of Journalists, attended, in his capacity as reporter of *The Kentish Independent*, a court-martial held at Woolwich. When he entered, however, his right to be present was questioned by one of the officers composing the Court, and on his claim that he had a legal right to be present, the law on the point was consulted and the President (Major R. N. Lockhart, 12th New Heavy Battery, R.G.A.) ruled that the question was covered by one of the Rules of Procedure under which the accused has the right to object to the presence of a shorthand-writer for the purpose of taking a note of the proceedings. In accordance with this rule the accused were asked whether they objected to the presence of a shorthand-writer, and on their answer that they did object, Mr. Knight was called upon to leave the Court. He protested that the rule upon which the Court was acting applied not to reporters but to official notetakers, but the Court would not admit this point, and he was obliged to leave.

After brief evidence on that day one of the accused was acquitted, and the second was brought up again on Wednesday, when Mr. Knight was accompanied by Mr. H. O. Hartley, M.L., of *The Daily Telegraph*. The two pressmen succeeded in getting their cards placed in the hands of the President, who agreed to discuss the points at issue, Mr. Knight having drawn attention in a note on his card to Rule of Procedure 71 in the Manual of Military Law (Courts-Martial Section). This rule states:—"The Court can deliberate in private and may either withdraw for the purpose, or cause the Court to be cleared, but at other times the Court must be opened to the public, military or otherwise, as far as the room or tent in which the Court is held can receive them. It is not usual to place any restriction on the admission of reporters for the Press."

In opening the discussion, Mr. Hartley explained that they had attended with the object of establishing the right of the Press to be present at Courts-martial. That right, he said, had been first established over twenty years ago by the late Mr. C. V. Hartley, barrister-at-law—his uncle—who was the first journalist to attend a Court-martial in Woolwich. He had established that right after exhaustive legal research.

The President said that since seeing the Rule of Procedure quoted he was quite satisfied that he had no power to exclude the Press, but under the section upon which he had acted on Monday he could not allow the taking of shorthand notes, as the accused had objected to shorthand notes being taken.

Mr. Knight submitted that the Court was not called upon to ask whether accused objected to the presence of reporters.

Mr. Hartley observed that if accused men were asked if they objected to their cases being reported they would naturally make an objection. This could never have been the intention of the law. He contended that Rule of Procedure 71 exempted the Press from this or "any restriction," and that the Rule of Procedure as to shorthand notetakers could only be intended to apply to official notes.

Upon this contention, the Garrison Adjutant, Captain Edwards, R.A., who is a member of the Bar, read the rule in question, and having done so admitted "This rule unquestionably applies only to an official shorthand-writer."

The President at once expressed himself satisfied that the pressmen had fully established their right to be present at Courts-martial, and to report without restriction.

Mr. Hartley having expressed thanks for the courtesy with which the President and the Court had discussed the matter with his colleague and himself, the President mentioned that the circumstances of the case before the Court were such that it was not desirable that it should be published. In these circumstances he hoped the pressmen would be kind enough not to exercise their undoubted right.

Mr. Hartley said that in view of the nature of the case they had no desire to report it. They had attended more with the object of establishing their right to be present.

Mr. Knight concurred in this view, and the President and Mr. Herbert Vaughan (solicitor for the accused) both expressed appreciation of the conduct of the pressmen in voluntarily withdrawing. —*News-paper World*.

DYE INDUSTRY PROBLEM.

The directors of the Bradford Dyeing Association, Ltd., Bradford, recently decided to address a letter to the Board of Trade, pointing out that the non-success of the Government's scheme to supplant German dyes is due to the character of the official scheme.

The association urge that the Government should make an immediate grant-in-aid, up to, say, £500,000, and for ten years should make an annual grant of equal amount to that voluntarily raised by the trades interested, for the assistance of British colour-makers in the extension of their plants by means of conditional contributions; with grants on production, enterprise, and initiative; and for the establishment and maintenance of research laboratories.

The Government's assistance to the movement in this form, they consider, would attain more rapid and effective results than by a State-controlled company.

WHAT THE STATE DID FOR SHIPPERS.

"PEACE CONDITIONS" AT SEA.

WHY "WAR PRICES"?

[BY A SHIPPING EXPERT IN THE "DAILY MAIL"]

Things were really in a bad way with the cargo-steamers owner just before the war began, and for the first month after its outbreak were distinctly worse. This soon mended and the shipowner, before he had scarcely realised what was happening, had begun to benefit from the war. Now that he is getting a little, perhaps all and a bit more, of his own back, is it quite fair, he asks, that the public should now cry out that he is fleecing them?

Let us see what the State has done for him. It arranged that he should continue his work in war time at only a moderate additional cost to himself. As it happened, the shipowner had shown no desire at all to maintain his services during war time.

Following the recommendations of a Special Committee, the Government undertook, for a moderate premium, to be paid by the shipowner, to insure 80 per cent. of the war risk, leaving only 20 per cent. to be borne by the actual clubs which had already been formed and whose policies were to be extended to cover voyages started after the war began. At the worst this premium amounted for some months to 8 per cent. of the value of the vessels; lately, at the most, it has amounted to 6 per cent. In practice, as these figures represent the premiums per annum and steamers are never at sea for a whole twelve months, the charges were, and are, substantially less. It was estimated at the time that this insurance would cost the community a considerable sum. The insurance scheme may thus be regarded as the first offer of protection which the Government gave to the owners.

HOW THE NAVY HELPS.

We need not discuss the most obvious benefit—the safety ensured to shipping by the Navy. That form of assistance surpasses everything else, because without it there could have been no British mercantile marine to earn any freights. The second important benefit which the State has conferred upon shipping by means of the Navy has been the putting out of action of the whole of the German mercantile marine. This represents roughly some 4,700,000 tons of highly efficient vessels, ships whose earning capacity is second to none. By this bottling up process a powerful source of competition was withdrawn, and its effect has been felt in many ways.

Take one example. The German liners carried an enormous amount of coffee from Brazil to Hamburg, which distributed it to many Scandinavian ports. Since the war began Dutch, Norwegian, Swedish, and Danish steamers have been chartered specially to carry coffee to Holland and Scandinavia direct. This means that there are fewer vessels available for other trades; it has benefited all the owners whose steamers are able to keep the seas. Again, in pre-war times German steamers carried on a very big trade between North and South America; their places has now to be taken by other vessels. So those owners still in the business gained thereby.

The third benefit which the State has conferred upon those owners who have vessels available to earn the present high rates has been the acquisition or chartering of large numbers—some 1,500, it is stated—for national purposes. They are being employed as armed cruisers, or transports, or colliers to the Fleet, or in other important duties which need not now be specified. Many owners at the time that these vessels were chartered were very satisfied to see them taken over; they may perhaps now think that the vessels would be earning larger profits if they were still available for mercantile services. Still, the withdrawal of all these ships, by limiting the supply, has helped other owners to get better terms.

TRADE BETWEEN NEUTRALS.

The foregoing should have made it clear that the shipowner who is to-day chartering his steamers at fabulous rates has received a great deal of assistance from the State. Ought the State to do anything, in return, to prevent the shipowner from gaining more than is fair from his present favoured position? The high freights are having a serious effect on the prices of foodstuffs.

If the State were to say that rates must not go beyond a certain level it could not control the business of neutral owners. The highest rates of all are now being earned by neutral owners for the carriage of grain to Holland and Scandinavia across the North Sea, rendered a death-trap by the presence of German mines. Therefore, even if British owners were by some means prevented from accepting freights above a certain level, neutral owners would continue to get them. It is fair to remember that if the British owner is to be regarded as a wicked man because he accepts the extraordinarily high rates offered him by merchants, the foreign owners are at least as bad; they may be rather worse.

There is one particular danger on the horizon that since high rates can be earned in various neutral trades there might conceivably at some future date be a lack of supply of vessels for purely British trade. It is annoying to have to pay high rates for tonnage and so high prices for food; it would be exasperating if the necessary tonnage for the importation of foodstuffs could not be secured at any price. The point is, therefore, worth discussing, whether some provision should not be made that vessels chartered to neutral merchants and engaged solely in trade between foreign countries should not be able to be diverted into purely British trade immediately if necessary. A short clause inserted in contracts might have the desired effect. The fact that British shipping is doing the bulk of the world's

carrying trade, and not only of this country's, is undoubtedly a highly important factor in forcing up rates. No one wants to withdraw vessels from non-British trade if the measure can possibly be avoided. It is an international trade which has been developed as the result of an enormous expenditure of British money, and it means profits, well earned, for Great Britain. But if rates continue to rise the advisability of some such measure might have to be considered seriously.

Questions such as this will only have to be grappled with, if at all, in the future. When a difficulty has to be overcome the first thing to be done is the nearest that lies to hand, and shipowners have no doubt at all in their own minds of what that is. They say it would be useless to put more vessels into purely British trade until we can deal with those that we have. The congestion at the ports of his country, France, Italy, and elsewhere, is the most pressing problem of the moment; ships which are usually in port for two or three weeks are now kept from six to eight weeks, and the effectiveness of the vessels available for mercantile services is greatly diminished in consequence. Owners consider that the unions might allow rather more elasticity to their rules than usual; that the services of every man available, including perhaps Belgians, if there are any wanting work of the kind, should be employed at once. When the British and Continental ports are clear again and vessels can unload and load in more reasonable time, it may perhaps be that freight rates will automatically get easier. In the meantime it would be as well to remember that if this relief fails to have effect upon freights some fresh expedient for an absurd situation will have to be found. Shipowners can no longer claim that their success is in no way due to the State, and it behooves them to get together now to discuss how the State can best be served.

WEATHER REPORT.

On the 2nd at 11.55 a.m.—Pressure has decreased over Japan, the Philippines and Formosa, and although actual changes are small, it appears to be increasing again over China.

The anti-cyclone has passed into the Pacific and the depression has moved eastwards to North Japan.

The monsoon will probably freshen over the China Coast in the next twenty-four hours.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District. Forecast.
Hongkong & Neighbourhood. E. & N.E. winds, moderate to fresh; fair.
Formosa Channel. N.E. winds, moderate, freshening.

South coast of China between Hongkong and Lamook. The same as No. 1.
South coast of China between Hongkong and Hainan. The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

2ND MARCH, 1915, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind		Weather.
					Direction.	Force.	
Yokohama	7 a.	29.65	1	—	NNE	0	b
Yamuro	6 a.	29.67	—	—	S	3	—
Kakada	—	29.58	—	—	WNW	6	—
Okio	—	29.67	—	—	NW	3	—
Kuchi	—	29.57	—	—	SW	3	—
Yagasaki	—	29.93	—	—	NNW	4	—
Yagoshima	—	29.94	—	—	WSE	4	—
Yushima	—	30.10	—	—	SSW	1	—
Yahara	—	20.15	—	—	WSW	1	—
Yoshijima	—	—	—	—	—	—	—
Yonin Is.	—	30.12	—	—	WSW	1	—
Yeforo	—	—	—	—	—	—	—
Yei-haiwei	—	29.93	31	9	W	5	bm
Yankow	—	—	—	—	—	—	—
Yung	—	—	—	—	—	—	—
Yunkiang	—	30.23	44	84	SW	2	0
Yungshing	—	—	—	—	—	—	—
Yungshai	—	20.18	43	88	WSW	2	b
Yutsufu	—	30.13	44	76	NNW	4	om
Yurp Peak	7 a.	29.67	59	76	NW	1	b
Yumen	—	30.10	59	66	N	1	b
Yuwato	—	30.18	58	81	NNE	1	b
Yaiichu	5 a.	3.13	55	92	SE	2	0
Yaihu	—	20.13	59	—	ESE	1	0
Yaiwan	—	30.11	59	—	NE	3	0
Yekohun	—	30.11	57	—	—	0	b
Yecodesoro	—	20.11	57	—	NW	2	0
Yanton	6 a.	30.18	59	70	NNE	2	0
Yongking	—	20.13	44	75	N	1	0
Yongsook	—	30.13	59	—	ENE	1	0
Yozoo	—	20.08	61	69	N	1	0
Yuchow	9 a.	—	—	—	—	—	—
Yoihow	—	—	—	—	—	—	—
Yakhoi	—	—	—	—	—	—	—
Yulien	—	—	—	—	—	—	—
Yurane	6 a.	30.4	59	100	NNE	5	rt
Yape St. James	—	29.67	77	—	NNE	5	b
Yapari	—	29.97	70	92	NNE	3	0
Yagapana	—	30.03	68	92	S	1	0
Yagapana	—	29.77	78	98	N	2	0
Yagapana	—	29.93	78	98	N	2	0
Yasapi	—	30.03	72	98	N	2	0
Yaloban	—	3.02	84	60	WSW	3	0
Yailo	—	29.95	77	70	N	1	b
Yarigato	—	29.95	73	88	WNW	1	0
Yebuan	—	—	—	—	—	—	—

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	SARDINIA	Noon	See Special
OF CALL	Capt. J. T. Jeffery	12th Mar.	Advertisement.
SHANGHAI	NUBIA	About	Freight and
	Capt. A. B. Garwood, R.N.M.	12th Mar.	Passage.
SHANGHAI, MOJI, KOBE	NORE	About	Freight and
and YOKOHAMA	Capt. D. Asbury	17th Mar.	Passage.
LONDON VIA SINGAPORE	NAMUR	10 A.M.	Freight and
PENANG, COLOMBO	Capt. A. Collyer	31st Mar.	Passage.
PORT SAID			
MARSEILLES			

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice

For Further Particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 2nd March, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW and PAKHOI	"WENCHOW"	On 3rd Mar., 10 A.M.
HAIPHONG	"SINGAN"	On 4th Mar., 10 A.M.
SHANGHAI	"ANHUI"	On 4th Mar., 4 P.M.
SHANGHAI	"LINAN"	On 5th Mar., 4 P.M.
MANILA, CEBU and ILOILO	"LIANGCHOW"	On 7th Mar., 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 9th Mar., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 16th Mar., 4 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
MANILA LINE—TWIN-SCREW STEAMERS—"CHINHUA", "TAMING" and "TEAN". Excellent Saloon accommodation. Electric Fans fitted. Extra State-rooms on Deck, etc. for "TAMING" and "TEAN".

SHANGHAI LINE—THE TWIN-SCREW STEAMERS—"ANHUI" and "CHENAN", and the S.S. "KANGHOU", "LIANGCHOW", "LUCHOW" and "TINGCHOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintaining fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

Hongkong, 3rd March, 1915.

TELEPHONE 36

AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 5th Mar., at 1 P.M.
"HAIYANG"	Capt. A. E. Rodgers	TUESDAY, 9th Mar., at 1 P.M.
"HAIYANG"	Capt. W. C. Passmore	FRIDAY, 12th Mar., at 1 P.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIYANG"	Capt. A. H. Stewart	WEDNESDAY, 3rd Mar., at 1 P.M.
"HAIYANG"		SUNDAY, 7th Mar., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blaise Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 3rd March, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		On 19th Mar., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ITOLA" 5,257 tons, Capt. Butler, will be despatched for SHANGHAI, YOKOHAMA, KOBE and MOJI on 16th March.

S.S. "UMARIA" 5,317 tons, Captain Elton, will be despatched for SHANGHAI, YOKOHAMA, KOBE and MOJI on 22nd March.

WESTWARD

S.S. "ORISSA" 5,436 tons, Captain Langlands, will be despatched for SINGAPORE, PENANG, BANGGON and CALCUTTA on 10th March.

For Freight or passage, apply to

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

DAVID SASSOON & CO., LTD.,

Hongkong, 1st March, 1915.

AGENTS

129

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots	TUES., 23rd March.
TENYO MARU	22,000—21 knots	TUES., 13th April.
NIPPON MARU	11,000—18 knots	TUESDAY, 27th April.
SHINYO MARU	22,000—21 knots	TUES., 11th May.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leaves at Noon.

Manila at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS)	£120.
FIRST CLASS TO NEW YORK	£60.		£96.10.
" " " SAN FRANCISCO	£45.		£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES,
MANZANILLO, SALINA CRUZ, PANAMA, CALLAO,
IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	Wednesday, 10th March.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, Acting Agent,
King's Building.

TELEPHONE 291.

1216

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

For VICTORIA AND TACOMA VIA MANILA, NAGASAKI, KOBE,
YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"MEXICO MARU"	N. Kobayashi	TUESDAY, 9th Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	SATURDAY, 6th Mar., at 7 A.M.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJI MARU"	K. Murakami	SUNDAY, 7th Mar., at 10 A.M.
"DAIJI MARU"	S. Tokushige	SUNDAY, 14th Mar., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	WEDNESDAY, 3rd Mar., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER.

Second Floor, No. 1, Queen's Building.

MESSAGERIES (MARITIMES).

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

For	STEAMER	To SAIL
SHANGHAI, KOBE AND	POLYNESIEN	On or about 8th March.
YOKOHAMA		

HOMEWARD

MARSEILLES VIA PORTS	CHILI	On 6th March, at 1 P.M.
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ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa.

114

21

P. THOMAS, AGENT,
QUEEN'S BUILDING.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	MISHIMA MARU	16,000	TUESDAY, 11th March, at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	SUWA MARU	20,000	THURSDAY, 25th Mar., at Noon.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU	12,500	WEDNESDAY, 3rd March, at Noon.
	SHIDZUOKA MARU	12,500	THURSDAY, 4th March, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,600	FRIDAY, 16th April, at 11 A.M.
	TANGO MARU	13,500	TUESDAY, 16th March, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	KAWACHI MARU	12,500	FRIDAY, 5th March, at Noon.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	KANAGAWA MARU	12,500	SUNDAY, 7th March, at Noon.
MOJI and KOBE	IYO MARU	125,000	WEDNESDAY, 10th March, at Noon.
SHANGHAI and KOBE	SANUKI MARU	12,500	TUESDAY, 9th March, at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU	9,600	MONDAY, 15th Mar., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	ATSUTA MARU	16,000	TUESDAY, 9th Mar., at 10 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

Steamers.	Displacement.	Leave Hongkong.
MISHIMA MARU	16,000	Thurs., 11th Mar.
SUWA	20,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKA	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMI	25,000	3rd June.

FOR AMERICA.

AWA MARU	12,500	Wed., 3rd Mar.
SHIDZUOKA	12,500	Thurs., 4th Mar.
TAMBA	12,500	Tues., 6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

15

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer to	Leave	Leave	Connecting Steamer	Due at	Due at
YOKOHAMA	COLOMBO	SHANGHAI	HONGKONG	MARSEILLES and LONDON	MARSEILLES	PLYMOUTH
Mar. 1	SARDINIA	Mar. 8	Noon	MEDINA	Friday	Thursday
Mar. 29	NUBIA	Mar. 22	Mar. 26	MONGOLIA	Apr. 10	Apr. 15
Apr. 12	ORIENTAL	Apr. 6	Apr. 10	MALTA	Apr. 24	Apr. 30
May 10	MALTA	Apr. 19	Apr. 23	MOREA	May 8	May 14
	SARDINIA	May 3	May 7	MALTA	May 22	May 28
	NUBIA	May 17	May 21	MOULTAN	June 5	June 11

THE ATTENTION OF Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A B E S:

The Fares to London and Marseilles are as follows—

	1st Saloon	2nd Saloon	3rd Saloon	Accommodation	Single	Return
LONDON	£65	£29	£25			
MARSEILLES	£61	£25	£21			

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

STEAMERS.	Leave	Leave	Leave	Leave	Due at	Due at
	YAMAHA	SHANGHAI	HONGKONG	STORM	MARSEILLES	LONDON
NAMUR	Mar. 15	Mar. 26	Mar. 31	Apr. 6	May 4	May 12
NORE	Mar. 29	Apr. 9	Apr. 14	Apr. 20	May 18	May 25
NELLORE	Apr. 26	May 7	May 12	May 18	June 15	June 24
NAGOYA	May 10	May 21	May 26	June 1	June 29	July 8

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single, £75 Return. 2nd Saloon £35 Single, £52 Return.

FARES TO MARSEILLES:

1st Saloon £46 Single, 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

28

